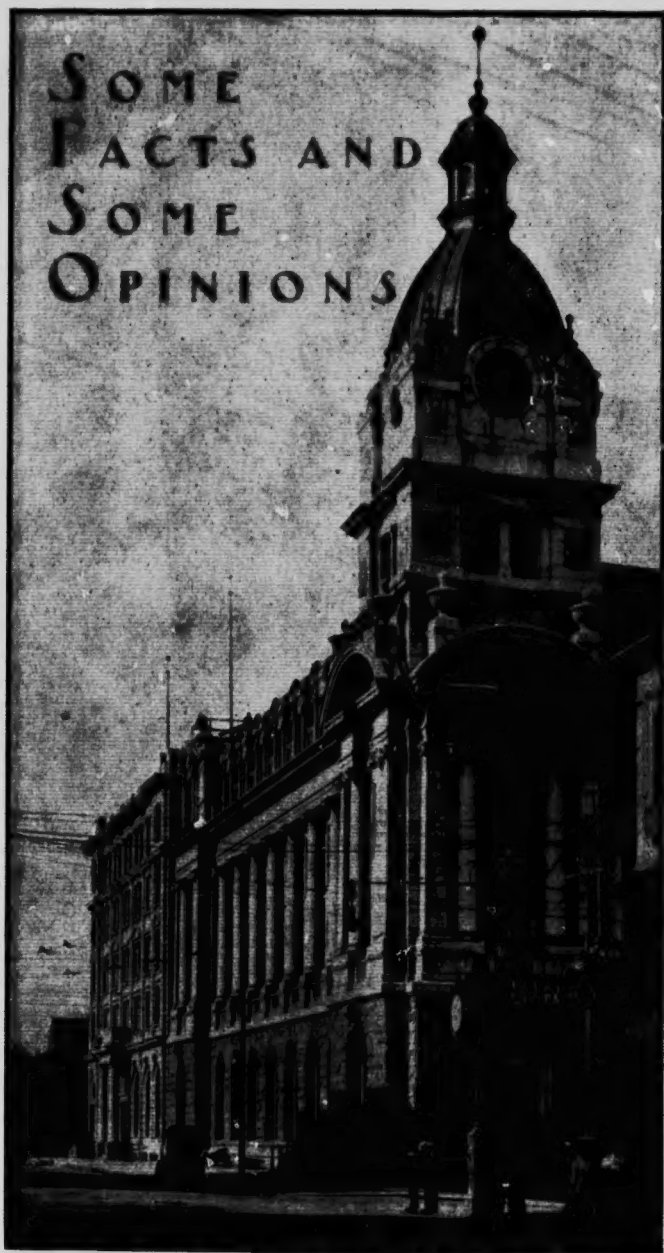


1910-57

VANCOUVER

BRITISH COLUMBIA, CANADA



VANCOUVER'S NEW POST OFFICE

For Information—Address Vancouver Information and Tourist Association.

V A N C O U V E R F A C T S

VANCOUVER issued building permits during the four months of 1910 amounting to \$4,777,885, as against a total of \$7,258,565 for the entire year of 1909, which was the biggest previous year in the history of the City.

VANCOUVER has two separate and independent water supply systems having a daily capacity of 20,000,000 gallons. The water comes from the mountains near to the city and is absolutely pure and at all seasons cool.

VANCOUVER has close at hand a water power supply estimated at over 100,000 horsepower, of which there is 30,000 horsepower available now, and works are under construction that will develop an equal amount.

VANCOUVER has the third greatest harbor in the world—giving first place to Sydney, N. S. W., and second place to Rio Janeiro—a harbor 150 miles from the open Pacific, and completely sheltered from the storms of the ocean, and from the force and immense precipitation of the cloud-laden south-west winds by the mountains of Vancouver Island and the more distant Olympian Range, which rise to a height of 7,000 feet from the southern shore of the Straits of San Juan de Fuca, and protected on the north and west by the Coast Range, so that in 22 years there has never been a day when an Indian would not cross the harbor in a dugout canoe.

VANCOUVER has, in addition to the main harbor, a dock line reaching four miles in the center of the City, known as False Creek, while the southern shore of English Bay to Point Grey extends an equal distance, and undoubtedly will be utilized for shipping in the not far distant future.

VANCOUVER is at present the terminus and shipping port of the Canadian Pacific Railway system.

VANCOUVER within four years will become a terminus and shipping port of the Canadian Northern, the Grand Trunk Pacific, the Great Northern, the Northern Pacific, and the Chicago, Milwaukee & St. Paul lines.

VANCOUVER now has plying to its harbor great trans-Pacific steamers going to China and Japan, to Australia, to all the chief ports of the Orient, to Europe by way of Suez Canal, and to South America.

"I NEVER SAW A CITY IN WHICH

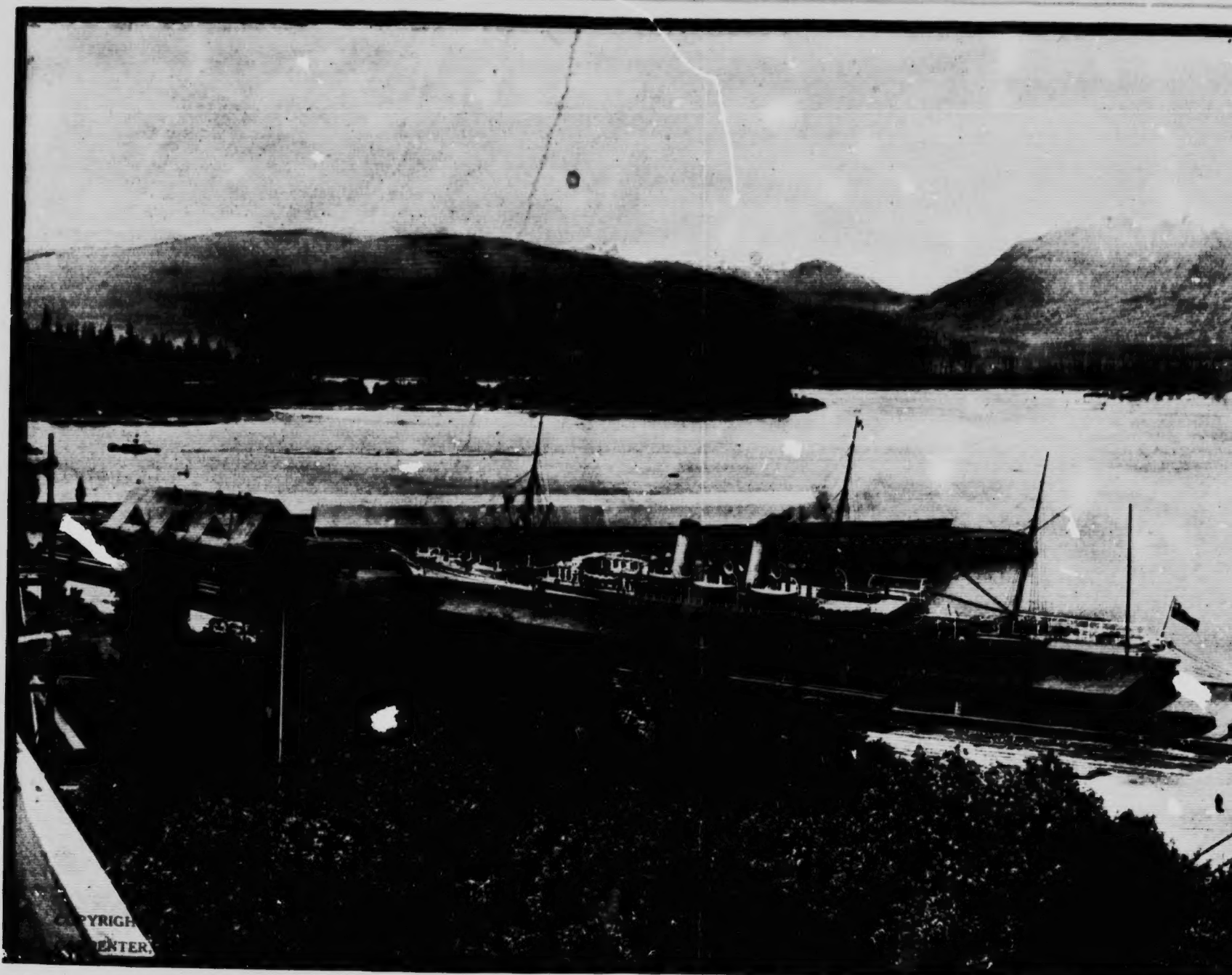


PHOTO BY W. J. CARPENTER, VANCOUVER, B. C.

VANCOUVER IS SURROUNDED BY PROSPEROUS COMMUNITIES, WHICH EVENTUALLY WILL BECOME PART OF THE ONE GREATER CITY. AMONG THESE ARE:

South Vancouver	20,000	North Vancouver City	6,000
New Westminster City	15,000	Burnaby	5,000
Point Grey	3,000		

This is the waterfront in 1910 when I was here

CH A GREAT FUTURE WAS SO PL



BURRARD INLET (VANCOUVER'S MAIN HARBOUR). THE CANADIAN PACIFIC DEPOT AND WATER FR

"Within the First Narrows, known as the 'Lion's Gate' the shore of the Harbour proper, not including the North Arm, is 2 1/4 miles, the low water depth at the wharves being 26 feet, and in the stream full

way Vancouver
looked
was there.

FUTURE WAS SO PLAINLY WRITTEN



BURRARD INLET (VANCOUVER'S MAIN HARBOUR). THE CANADIAN PACIFIC DEPOT AND WATER FRONT

the 'Lion's Gate' the shore of the Harbour proper, not including the North Arm of Burrard Inlet, extends to 25 miles, while the width is $2\frac{1}{4}$ miles, the low water depth at the wharves being 26 feet, and in the stream fully 30 fathoms, the average tide being $13\frac{1}{2}$ feet."

— WILLIAM SKENE, *Secretary Vancouver Board of Trade.*

IN THE PRESENT.'—*Lord Northcliffe*



ENGRAVED BY DOMINION ILLUSTRATING CO., VANCOUVER, B. C.

VANCOUVER'S PHENOMENAL GROWTH IS DEMONSTRATED / THE FIGURES SET FORTH IN THE FOLLOWING TABLE:

1886 (Incorporation of City)	1,000	1901 (Dominion Government Census)	26,133
1891 (Dominion Government Census)	13,685	1909 (City Assessment Commission)	78,900
1910 (a conservative estimate)	115,000		

V A N C O U V E R F A C T S

VANCOUVER'S shipping reports show that the number of sea-going vessels for the fiscal year 1908-9 was: Inwards with cargo, 1,193; tons register, 1,055,450. Outwards, 1,131; tons register, 1,071,701. Vessels engaged in the coasting trade: Inwards, 4,795; tonnage, 1,191,103. Outwards, vessels, 4,489; tonnage, 1,315,508. Total (including vessels in ballast), 12,873. Gross tonnage, 5,123,424. These figures are much increased during the current year, the returns of which are not yet published.

VANCOUVER is rapidly becoming the great northern Pacific coast market for all the inland cities of the Province. The growth of its wholesaling business is demonstrated by the steady increase in the number of commercial travelers that are sent out of the city. Twenty-three years ago Vancouver was made a port of entry. It first became a distributing center in 1886, although it was not until ten years later that it gained any considerable recognition as a wholesaling depot. Now more than 800 commercial travelers are carrying samples out of Vancouver, and the wholesale houses have upwards of 5,000 employees on their payrolls.

In addition to the manufacturing growing out of its vast fruit and lumber industries and the other natural resources of the country surrounding, Vancouver now numbers among its industries and manufactured articles the following:

Boilers and engines	Paper and wood boxes
Boots and shoes	Biscuits and confectionery
Brooms	Class fitting, etc.
Coffee—roasting and grinding	Carriage building
Cooperage	Show cases
Soap	Structural iron
Jewelry	Oil refineries
Plating works	Essences
Jams	Hats and caps
Harness and saddlery	Steel works
Stoves	Ships and boats
Sheet metal works	Sugar refinery—Flour mills
Sewer and water pipe	Saw works
Portable houses	Turpentine
Furniture and mattresses	Cannery machinery
Woven wire fence	Wire nails
Pulp	Paper, etc.

VANCOUVER'S tax on real property increased from \$12,792,530 in the year 1901, to \$76,927,720 in the year 1910.

VANCOUVER'S tax on improvements in 1901 was \$7,440,600. In 1910, \$29,644,755.

VANCOUVER IN BRITISH COLUMBIA RECALLS BEAUTIFUL SWISS CITIES

By ELBERT HUBBARD

VANCOUVER has many points that interest the visitor. Her situation is picturesque beyond compare. Snow-capped mountains line the horizon east and west, with dense masses of green foliage at the base, that reflect themselves in the deep, dark blue of her placid waters.

The scene from your hotel window recalls Switzerland and Lake Lucerne. And while perpetual snow is in sight, the climate is that of southern England. In summer the thermometer never goes above 85, and in winter seldom shows a freezing temperature.

The rainfall of Vancouver is only about the same as that of New York, but the rain coming in the form of a gentle mist feeds a flora that is as profuse and lavish as in the tropics.

Stanley Park at Vancouver is a tract of about 1,000 acres of virgin forest that is within the city limits. I know of no park in the world to rival it in growth of trees, plants, vines and flowers. And yet the expense to the city has been comparatively light. They have simply cut foot paths, bridle paths, carriage and automobile roads through this vast tangle of vegetation, preserving and giving access to the lavish gifts of nature.

Here towering spruce trees 200, 300 feet high spear the sky. Now and again these great giants of the forest have fallen, and over their trunks now run vines in a profusion that paralyzes one's vocabulary to attempt to describe.

Out of the great stumps grow big green trees, and often fifty little trees—say 20 feet high—fasten their roots in the one big, long, rotting log. There are places where foot paths follow along great logs with a hand rail along one side. To know the length of a log you have to walk it. To traverse one of these forests of British Columbia with a horse would be absolutely impossible, and to get through on foot is fraught with much difficulty.

The Indian trails all run along the banks of streams, and man has forced his way through this wealth of woods from these points of vantage, fighting the vegetation inch by inch with an ax and torch.

There are parks and parks, but there is no park in the world that will exhaust your stock of adjectives and subdue you into silence like Stanley Park at Vancouver.

WHAT THEY SAY ABOUT VANCOUVER BRITISH COLUMBIA

Will Become the Most Important Port
in the World.

Earl Grey—

II **VANCOUVER** is now the recognized gateway between the East and the West, the gateway through which the double streams of commerce between the Occident and the Orient, and between Britain and the self-governing nations of New Zealand and Australia will flow in ever-increasing volume, until Vancouver shall become, perhaps, the first and most important port in all the world.

Substantiality of Vancouver's Growth.

Premier McBride—

III **CONDITIONS** were never better. From the steamer's deck, as one approaches Vancouver, the hundreds of new dwellings and huge business blocks that break the skyline are most striking evidence of Vancouver's wonderful advancement, and there is such substantiality about the growth of our commercial metropolis as leaves no question whatever as to the future in store for that great city.

To Spend \$75,000,000 in Railway
Construction.

Hon. W. J. Bowser, Minister of Finance, in his Budget speech, said—

III **WITHIN** the next five or six years in British Columbia we will have spent from twenty-five to thirty millions of dollars of Provincial funds in opening up the country. The Province will probably add 250,000 to its population. We shall have on our coast the terminals of four transcontinental lines, three of which are of purely Canadian origin. We shall have added at least 1,500 more miles to our railway mileage, involving an expenditure of at least \$75,000,000. All this means that the Province is on the verge of great possibilities and prosperity.

WHAT THEY SAY ABOUT VANCOUVER BRITISH COLUMBIA

Finest Pleasure Ground in the World.

Sir Michael Hicks Beach, Ex-Chancellor of the Exchequer—

STANLEY PARK is the finest pleasure ground I have ever seen. I was amazed at the size of the trees and the rankness of the vegetation. The park will prove to be an asset of priceless value.

Ideal Spot for City.

Frederic Villiers, war correspondent and traveller—

I HAVE seen many cities in my time and I have no hesitation in telling you that you have here the most superbly picturesque and lovely spot in the whole world for a city. Your buildings are palatial, and your stores wonderful, but they are nothing to what you will have in five or six years from now.

Finest of all Harbors.

Charles E. Hughes, Governor of New York—

VANCOUVER has the finest harbor I have ever seen. I do not remember having experienced a more delightful hour than the last one we spent on the deck of the steamer, with the broad outlines of your coast drawing ever nearer and your city coming gradually into view. The approach to your harbor is truly magnificent.

Vancouver to be Another Liverpool.

Vincent Harper and Agnes Deans Cameron, in "World's Work"—

TODAY whole fleets of palatial steamers of immensely heavy tonnage ply these waters, linking East and West and promising to make Vancouver another Liverpool.

WHAT THEY SAY ABOUT VANCOUVER BRITISH COLUMBIA

James J. Hill of the Great Northern Railway—

THOUSAND factors which I have not time to enumerate are contributing towards the development of this great western country—and I speak without any regard to invisible boundary lines. Seattle, Vancouver and even Victoria are destined to be vast centers. Vancouver, with its wonderful hinterland, will probably be the largest city of all. Burrard Inlet (Vancouver's Harbor) will be the greatest commercial port on the Pacific. I would venture all I own that its population will exceed half a million within fifteen years.

W. E. Curtis, in the Chicago "Record-Herald"—

TANLEY FOREST has nine miles of roadways and twenty-two miles of footpaths, with here and there benches upon which pedestrians may rest. The roads are in perfect condition. I wish the Californian Commissioners of the Yosemite Valley could see them. I do not know of a more lovely drive. In all my travels I have never seen a more unique or attractive park than this.

E. F. B. Johnson, K.C., of Toronto, in "The Globe"—

O my mind, the coming great city of the West is Vancouver. Broadly speaking, the reason is that it will be a terminus of four great railway connections—the Grand Trunk Pacific, the Canadian Northern, the Hill combination from the south, and the present Canadian Pacific Railway. Add to this the tremendous natural resources of the Province and the large Oriental trade, and I see no reason why Vancouver should not be the largest city in the Dominion. I believe it will. I saw more evidence of substantial building in the shape of warehouses and factories in Vancouver than in all the other places put together.

WHAT THEY SAY ABOUT VANCOUVER BRITISH COLUMBIA

The Most Prosperous City in the West.

William E. Curtis, in Chicago "Record-Herald"—

VANCOUVER, "the Liverpool of the Pacific," is a solid, well-built town, much superior in architectural display, and in appearance generally, to any of the new cities on the American side that I have seen. There is nothing shabby about it; the streets are well paved and well kept. Everything seems to wear an appearance of prosperity and permanence, and nothing is out of repair. There are no empty store-rooms or vacant houses, and wherever you go, buildings for business and residence purposes are under construction. The sawmills and salmon canneries are well-built structures with a permanent look about them. The docks are solid and are kept in excellent order. Vancouver is altogether one of the most attractive and prosperous looking towns I have seen in the West.

Has Just Started on its Forward March.

J. J. Hill, in a Public Address—

VANCOUVER has not yet started on its forward career. I see a day coming when half a score of lines from Northern British Columbia will converge on Burrard Inlet. You have untold wealth in the seas, the greatest timber resources on the continent and mineral assets that will make British Columbia the greatest province in the Dominion.

Has No Equal on the Coast.

James J. Hill, Student of Cities—

IN growth and commercial activity, Vancouver has no equal on the Pacific Coast today.

WHAT THEY SAY ABOUT VANCOUVER BRITISH COLUMBIA

Outgrowing all other Pacific Coast Cities.

J. D. Farrell, Representative of the Harriman Interests in the Pacific Northwest—

VANCOUVER is growing faster incomparably than any other town or city along the Pacific Coast. I am profoundly impressed with the phenomenal growth and development that has taken place since my last visit. Other places—I won't mention names—have had their great booms in recent years, with subsequent periods of quietness—not depression, but a period of marking time—yet I see no danger sign in Vancouver's outlook.

* * * * *

It is only a question of time—and not a long period either—before every line in the Pacific Northwest will have to build into or secure running rights into Vancouver. Yes, it is inevitable that all of the roads will have to incorporate Vancouver in their plans if they want to secure their full share of terminal and Oriental business.

Explanation Lies in the Harbor.

Wm. J. Bryan, Lincoln, Neb.—

VICARRARD INLET, although practically in its natural state, can be entered by the largest ships in the Pacific trade, and affords anchorage sufficient to accommodate the shipping of the British Empire. Added to this are False Creek and, six miles further south, the North Arm of the Fraser River, which, when deepened, will make the total harbor accommodation equal to that of the greatest of the world's seaports.

When I saw your harbor this morning, I saw the explanation of your past and of your future. It is one of the great harbors of the world. Not very many seaports are blessed with such natural advantages in the way of a harbor. You have here without expense to you what many seaport towns cannot secure at any price. You have a harbor with deep inlet and ample space, surrounded by mountains that protect it from the wind. It is not strange that your city has grown. It is not surprising when you know of its advantages, that it is what it is, and possibly the most imaginative of you would fail to comprehend what it may be fifty years from now.

V A N C O U V E R F A C T S

VANCOUVER has a conservatively estimated population of 115,000.

VANCOUVER'S population comprises more than one-third of the total population of British Columbia.

VANCOUVER'S industries employ over 60% of all the men, women and children engaged in industrialism in the Province of British Columbia.

VANCOUVER has 35 banks, 16 of them are head offices, and 19 are branches.

VANCOUVER has on deposit in its banks private funds amounting to between \$35,000,000 and \$40,000,000.

VANCOUVER'S bank clearances during the year 1909 totaled \$290,098,975. The following table, comparing the bank clearings during the first four months in 1909 with the first four months of the year 1910 clearly demonstrate the rate of growth of Vancouver's financial interests:

	1909	1910
January	\$16,407,127	\$29,274,530
February	16,683,386	29,534,539
March	20,884,698	35,415,061
April	22,695,878	36,731,598
	\$76,671,089	\$130,955,728

VANCOUVER'S banks have a total capitalization of \$78,451,000.

VANCOUVER'S street cars in November, 1909, carried 1,938,287 passengers. In April, 1910, the number of passengers carried was 2,322,834.

VANCOUVER'S street railways have a total mileage of 38.17 miles.

VANCOUVER'S interurban lines have a total mileage of 42.53 miles, which does not include the thirty-four miles of trackage now under construction to Chilliwack.

VANCOUVER has 79.54 miles of cement walks.

VANCOUVER has 91.22 miles of sewers.

VANCOUVER has 136 miles of plank walks.

VANCOUVER has 13.08 miles of pavements.

VANCOUVER has 109.79 miles of macadam roads.

VANCOUVER has 1,645 miles of paved lanes.

